

19980703.ba v02_n113.bam.980703

>From ???@??? Fri Jul 03 15:24:28 1998
Message-Id: <199807031251.HAA28888@sco.theporch.com>
Date: Fri, 3 Jul 1998 07:47:11 CDT
Subject: BOATANCHORS digest 2113

BOATANCHORS Digest 2113

Topics covered in this issue include:

- 1) RE: Was there a regular ARRL Handbook in 1942?
by "David Newkirk" <dpnewkirk@home.com>
- 2) National Type RCD restoration part 6
by "Lawrence R. Ware" <lrware@pipeline.com>
- 3) Fantasy Meets Reality
by Dick Dillman <ddillman@igc.apc.org>
- 4) summary of URM-25 prices
by "Lane C. Zeitler" <km3g@cts.com>
- 5) Heathkit Warrior paint
by "Lane C. Zeitler" <km3g@cts.com>
- 6) Re: Value of URM-25D??
by "Arden Allen" <gumbear@pacbell.net>
- 7) BC-779/SP-200 KNOBS
by avidov@juno.com (Avi Aben)
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by avidov@juno.com (Avi Aben)
- 9) avidov: BC-779/SP-200 KNOBS
by avidov@juno.com (Avi Aben)
- 10) Request For Information
by "William G. Mills" <wmills@gmc.cc.ga.us>
- 11) FS: National HRO-5TA1
by JONWEINER@aol.com
- 12) WTB: BC-348
by Tony.Schroeder@sparticus.bright.net
- 13) Plastic Dip product
by "John R. Jr. Myrick" <NQ2V@worldnet.att.net>
- 14) KWM-2A+516F-2+312B-4+MM-1 RECEIVED!!!
by "JOSE V. GAVILA (EB5AGV/EC5AAU)" <eb5agv@ctv.es>
- 15) TBY
by Roger <agemi@flips.net>
- 16) NC240D appearance etc
by "A. B. Bonds" <ab@vuse.vanderbilt.edu>
- 17) Re: NC240D appearance etc
by Avery Comarow <acomarow@usnews.com>
- 18) sierra 125A
by Gabor Karsai <gabor@vuse.vanderbilt.edu>
- 19) Tony Schroder and the BC-348

by PLT1032@aol.com
20) NC-240_D
by laffitte@prtc.net (laffitte)
21) SX-28A
by CARRJJ@aol.com
22) WTB: HT-44 and P/S
by Sandy W5TVW <ebjr@worldnet.att.net>
23) RE: Tony Schroder and the BC-348
by Ed Sieb <esieb@gmsiworld.com>
24) WTB Manual for CR-88A es BY-167A
by "Robert P. Buehlmann" <w4tim@mindspring.com>

From: "David Newkirk" <dpnewkirk@home.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Was there a regular ARRL Handbook in 1942?
Date: Wed, 1 Jul 1998 20:43:01 -0400
Message-ID: <000001bda552\$5db842a0\$33940318@cc632587-a.vron1.nj.home.com>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Jim Coe wrote:

> Was there a regular ARRL Handbook in 1942?

Yes; November 1941 *QST* carries a two-page spread for it on pages 66 and 67. The book's cover shows a young man touching a neon glow lamp to part--perhaps one of the feeders--of a VHF oscillator/transmitter.

73,

Dave Newkirk, W9VES
dpnewkirk@home.com

Message-Id: <3.0.5.32.19980701211458.00854100@pop.pipeline.com>
Date: Wed, 01 Jul 1998 21:14:58 +0000
To: Old Tube Radios <boatanchors@theporch.com>
From: "Lawrence R. Ware" <lrware@pipeline.com>
Subject: National Type RCD restoration part 6
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

After almost 2 months, we're Baaaacckk! :-)
Sorry about the delay, but I've been running around like a
one armed wall paper hanger.... :-)

Good evening folks!

>From our last episode:

(We rebuilt our IF & BFO osc. cans and reinstalled them in our chassis... Now were ready to move on....)

In todays installment of our ongoing serial epic: :-)
Reconditioning and repair of the coil-catacomb assembly.

We pulled this and the related hardware out some time ago and set it aside, now that all the major chassis parts are done, all the individual passive components, (resistors and capacitors) have been replaced under the chassis, and most of the rewiring is completed: We need this back in the radio for further testing.

A toothbrush and a small amount of plain old gasoline was used to remove caked on layers of grease left behind by someone who it seems was fond of trying out his automotive grease gun... :-)

Once the outside was reasonably clean, the cover was removed and internal work began. This particular radio had two of its coil/cap modules damaged sometime in the past. In both cases the small Steatite bases were broken and had bent contact pins. Neither was a candidate for a quick super glue fix, so out both of them came. The screws that hold these in the catacomb are used to ground the part of the tank circuits that are connected to chassis ground, so each was first loosened then re-tightened to allow the star washers to bite back through any surface corrosion that might be present. If you can see any visible corrosion here, it's time to take the module out, and clean everything before installing new star washers and putting it back together. In this radio the inside of the catacomb looked like new so this was not a problem.

Moving on to the broken modules, a hunt through ye old National parts bin turned up two replacements. Neither had the correct parts, but both had good Steatite bases. Both were stripped down to the raw base, cleaned and prepped to have the parts from the old modules mounted on them. Removing the capacitors can be a problem because the lower nut is soldered in place. On the donor units this can be overcome with a brute force approach, on the units with good parts a nut driver and a screwdriver applied to the other end while the whole module was mounted in a tiny vise worked best for me. Now that the rotor is free we can remove the stator with just a tiny wrench. Removing the coil is straight forward (one screw) except make notes of what contact pin each wire is connected to....

Re-installing the components on the new base raised the first big
gotcha... :-(The vertical mounting height of the rotor is
fixed by the mounting hardware, but the stator portion has two
little nuts *above* the base as well as the ones below. Thus if the
height is not exactly correct your cap jams and shorts.... :-(
On the second unit I spotted these with nail polish before the lower
ones were removed. Never let it be said that I can't learn from
spending 30 minutes and six try's getting the first one correct
again... :-)

Once rebuilt, they were then re-installed in the coil catacomb,
the catacomb was buttoned back up and internal work is complete pending
later testing.

The catacomb slide rail on this radio posed the next problem:
The fiber bushings once in the catacomb were falling apart.
A fruitless search for replacements began.... I really wanted to
replace these with Sintered Bronze bushings but even Small Parts Inc.
doesn't carry the correct size... :-(
I bought a fist full with the correct OD size and tried to drill them
out on my drill press... Alas, this doesn't work real well because you
end up with paper thin walls that get chewed up. :-(Dropping back to
plan "B" I went hunting Rulon or Teflon parts... Once again the non
standard size requirements brought me to a dead end. :-(
Finally, the local hobby store produced a piece of brass tubing that
was almost correct; The ID was perfect, but the wall is a little thin
producing a less than perfect OD to replace the bushings.
I cut a piece of it to length, just long enough to reach from the
outside of each original bushing tang. Polished the ends so the steel
rail slid smoothly through it, then used .004 copper shim stock to
shim it tight into the bushing tangs... I then used a large soldering
iron to spot solder the copper shim to the brass tube. This hold the
whole thing in place between the bushing tangs. You can't solder
directly to the tangs because the cast catacomb is made of aluminium.
This "fix" will allow the catacomb to slide without the free play to
cause poor contact.... :-)

Next I will straighten and repaint the small metal "flag" that you
can see through the front panel holes to let you know what band your on.

My coil catacomb will then be ready to be reinstalled.
Until next time,
-Larry

Larry Ware
Admirer, Collector, Restorer of National Radio Company
receivers and other artifacts.

Orlando, Florida
lrware@pipeline.com

Date: Wed, 1 Jul 1998 19:20:23 -0700 (PDT)
Message-Id: <2.2.16.19980701191619.44a73000@pop.igc.org>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Dick Dillman <ddillman@igc.apc.org>
Subject: Fantasy Meets Reality
Cc: Adam McLaughlin <kd6poc@jps.net>, W B Reese <Radions@jps.net>,
russ_sherry@spectrian.com

I was born too late, there's no doubt about that. Show me the way to the time machine and I'll pop that baby into reverse and be gone! As I await the perfection of time travel I do my best to create the atmosphere of an earlier age. Thus the apartment furnished as it was in the 1920s complete with the correct telephone in the telephone nook, the old kitchen clock and, yes, one or two vintage radios sprinkled about. Can I really be the only one on the block with a RCA lifeboat transmitter in the living room?

As careful readers of these pages may remember I have slowly been putting together a complete punched paper tape automatic Morse keying system. First came the Kleinschmidt perforator in its cherrywood cabinet. It took me more than 20 years to find that little item. Then came the Boehme keying head with its DC motor drive and three speed gear box. That only took a few years to locate. These two items plus a bit of 120 Volts DC where it counts and everything was chugging along quite nicely. But I secretly had more in mind than simply keying the Ameco code practice oscillator, as pleasant as that was.

As someone who leads an active fantasy life I have no problem seeing myself as the solo night shift operator at some lonely coast station on a cliff overlooking a great ocean, listening to the static crashes in the receivers and the night wind in the guy wires outside. As I await a call from some bored RO in a greasy T shirt with a three day growth of stubble on a rust bucket on the run to Java the automatic keyer keeps repeating its call... CQ CQ CQ DE KXX KXX KXX QRU? OBS? QSX... My plan was to recreate that scene.

I'm lucky enough to have access to Tracy's remote controlled Collins 30K-5 transmitter located about 50 miles north of my home in San Francisco, just like at a real coast station with a remote transmitter site. And I have plenty of classic receivers on which to monitor my signal and listen for calls. With the Boehme keyer all the components were in place. I selected the Collins 51J-4 for receiving since these were in use at KPH when I first started visiting there. Tonight I cranked the whole thing up for the first

time.

As my tape sent CQ CQ CQ DE W6AWO W6AWO W6AWO QSK QSK 7/14 MCS... I awaited a call. Soon a strong BK appeared on frequency. I cut out the tape, reached for the hand key and sent a snappy DE, nothing more. But the op on the other end was sharp and he came right back and off we went. I suspect there are many members of this list who understand that there is nothing, absolutely nothing in radio operating better than hooking up with a really good Morse operator. Thus I declare the night a success and feel I can state with the authority of experience that it **is** possible to bring fantasy and reality together... or come damn close.

73,

Dick

Dick Dillman
<ddillman@igc.apc.org>
WPE2VT W6AWO
Collector Of Heavy Metal:
Harleys, Willys and Radios Over 100lbs.

On Foreign Assignment in Anchorage, AK

Message-ID: <002b01bda56c\$b70ee6a0\$ad9ed8cc@km3g.cts.com>
From: "Lane C. Zeitler" <km3g@cts.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: summary of URM-25 prices
Date: Wed, 1 Jul 1998 20:51:35 -0700
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

First of all thanks to the dozen or so who have responded!! :-)

The low is around \$50 and the higher end is around \$150 if really clean with lid and accessories and manual.

Cheers

KM3G (1982)

Message-ID: <002d01bda56d\$516a9640\$ad9ed8cc@km3g.cts.com>
From: "Lane C. Zeitler" <km3g@cts.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Heathkit Warrior paint
Date: Wed, 1 Jul 1998 20:55:55 -0700
MIME-Version: 1.0
Content-Type: text/plain;
 charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Wondering if there is anyone who professionally could repaint an old HA-10 cabinet?? I know this is asking a lot. Is there a Heathkit specialist??

Also has anyone done "all" the mods to this beautiful piece of work??

Add 160

Add tuned input

Replaced mercury vapor rectifiers (yuk)--I did this last night. Definitely worth it.

Ant change-over relay.

Etc. etc..

Lane
KM3G (1982)
San Diego

Message-Id: <199807020446.VAA20809@mail-gw2.pacbell.net>
From: "Arden Allen" <gumbear@pacbell.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Value of URM-25D??
Date: Wed, 1 Jul 1998 21:48:36 -0700
MIME-Version: 1.0
Content-Type: text/plain; charset=ISO-8859-1
Content-Transfer-Encoding: 7bit

> What is it worth if in really nice shape??

Most in *fair* shape are priced around 50 bux at Livermore and Foothill. I'd give \$75 for a *nice* one with cover and accessories.

Arden Allen KB6NAX Vallejo, CA gumbear@pacbell.net

To: Old Tube Radios <boatanchors@theporch.com>
Date: Thu, 2 Jul 1998 00:15:58 -0400
Subject: BC-779/SP-200 KNOBS
Message-ID: <19980702.005942.10742.0.avidov@juno.com>
From: avidov@juno.com (Avi Aben)

Someone just recently posted a need for these knobs with an EM address
which bounced. Please repost privately . 73

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Get completely free e-mail from Juno at <http://www.juno.com>
Or call Juno at (800) 654-JUNO [654-5866]

To: Old Tube Radios <boatanchors@theporch.com>
Date: Thu, 2 Jul 1998 00:59:41 -0400
Subject: Lifeboat Transmitter BA ?
Message-ID: <19980702.005942.10742.1.avidov@juno.com>
From: avidov@juno.com (Avi Aben)

Does a 1943 Portable Lifeboat Transmittter, Type 168-D mfg by Federal
Telegraph Co . of Newark, NJ qualify as a BA ?
This is a 500 KC, Class A2 unit, 6 volt wet cell battery powered and only 5
watts output, .
built into a portable carrying case. Automatic key is activated by a push
button, to produce SOS signals and radio bearing flashes periodically..

The set was made for the military or some other maritime govt service and
similar
models were mfg by Mackay Radio which issued the Instruction Book
attached. 73

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Get completely free e-mail from Juno at <http://www.juno.com>
Or call Juno at (800) 654-JUNO [654-5866]

To: Old Tube Radios <boatanchors@theporch.com>
Date: Thu, 2 Jul 1998 09:17:48 -0400
Subject: avidov: BC-779/SP-200 KNOBS
Message-ID: <19980702.091749.3822.1.avidov@juno.com>
From: avidov@juno.com (Avi Aben)

I screwed up your repost with the billsmith em addresses. Please re-repost

again.Tnx

----- Begin forwarded message -----

From: avidov
To: boatanchors@theporch.com
Subject: BC-779/SP-200 KNOBS
Date: Thu, 2 Jul 1998 00:15:58 -0400
Message-ID: <19980702.005942.10742.0.avidov@juno.com>

Someone just recently posted a need for these knobs with an EM address which bounced. Please repost privately . 73

----- End forwarded message -----

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From: "William G. Mills" <wmills@gmc.cc.ga.us>
To: Old Tube Radios <boatanchors@theporch.com>
Date: Thu, 2 Jul 1998 09:30:24 EST5EDT
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT
Subject: Request For Information
Message-ID: <22819856B7D@gotham.gmc.cc.ga.us>

To: John Leary - Hammarlund SP-600 Re-engineered Receiver Owners

Wanted! Wanted! Wanted!

I am attempting to contact individuals who are current or past owners of the John Leary re-engineered Hammarlund SP-600 receivers. Mr. Leary re-engineered either 37 or 38 of the SP-600 receivers. Thus far, I have located three owners of this unique receiver.

Please send your me your name and telephone number if you have information on John Leary's re-engineered Hammarlund SP-600 receivers.

Thanks for your help.

Best 73,
Bill Mills
KC4AA

From: JONWEINER@aol.com
Message-ID: <a2adff5e.359bb419@aol.com>
Date: Thu, 2 Jul 1998 12:23:52 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: FS: National HRO-5TA1
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

I have for sale a National HRO-5TA1 receiver in very good condition. It is complete with the matching #697 dog-house power supply and the "A", "B", "C", and "D" coil sets, and a copy of the manual. The receiver is working, but seems a bit weak and should be realigned. Price : \$300.. I would prefer pick-up here at Greenville, SC, but will ship if necessary.

Jon, K1VVC

Message-Id: <199807021647.MAA14763@sparticus.bright.net>
From: Tony.Schroeder@sparticus.bright.net
To: Old Tube Radios <boatanchors@theporch.com>
Date: Thu, 2 Jul 1998 09:29:34 +0000
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7BIT
Subject: WTB: BC-348

I want to add a BC-348 to my collection of WWII vintage communications gear, and am looking to purchase or trade for one. I wish to obtain one in excellent, working condition, and modified to AC is fine, as I intend to use it in the shack.

I will purchase a BC-348 outright, or will trade from my large accumulation of desirable junk. :-) I also have two boxes full of original manuals for 1940s and 1950s vintage military communications gear that I would trade towards the BC-348. I am still cataloging the manuals, so please send a note if you are interested.

Thanks for reading my post!

73,

Tony N8SNC
AMI# 786

Message-ID: <003101bda5d9\$ec2b7840\$61d1410c@default>

From: "John R. Jr. Myrick" <NQ2V@worldnet.att.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Plastic Dip product
Date: Thu, 2 Jul 1998 11:53:20 -0500
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Hi,

This is in response to Don Merz's inquiry. Plastic Dip is a product intended for dipping tool handles to render them more comfortable and to insulate. It can be found in hardware stores in my area.

I used the black Plastic Dip to repair gouges and tears in the imitation morrocco leather case of my Zenith H500 Trans-Oceanic. I am pleased with the result.

73,
John, NQ2V

Message-Id: <3.0.1.32.19980702200903.007b0430@pop.ctv.es>
Date: Thu, 02 Jul 1998 20:09:03 +0200
To: Old Tube Radios <boatanchors@theporch.com>
From: "JOSE V. GAVILA (EB5AGV/EC5AAU)" <eb5agv@ctv.es>
Subject: KWM-2A+516F-2+312B-4+MM-1 RECEIVED!!!
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Hi gang,

Some time ago, I sent a message about a Round Emblem KWM-2A with accessories I had been offered... Thanks for all your messages of advice. Well, I finally bought the unit and the set arrived today. Final cost has been US \$585 :-), a bit below the US \$650 asking price.

The KWM-2A is S/N 39773, and seems a late unit, as it is RE, has plastic trim ring, plug-in relays, teflon wiring and dial brake. In some components there are mid 1974 date codes, so it should be from late 1974. Its front panel is in very nice shape, with all the knobs in good condition. Only drawback is that the S-meter crystal is broken (but the meter seems to move freely :-))). It has one tube missing (V17, 6BN8), but I have spares here. Chassis is dirty, but it will clean nicely (I've checked it). All the Collins labels are there and in astounding good condition. Tube covers are also placed. Main trouble with the unit is that it is missing ALL the standard crystals (I knew it before buying, so the price reduction). But it

has 9 extra crystals on the upper bank. If anybody is interested in swapping them for standard crystals, I will be very happy!. The frequencies marked on the crystals (in kHz) are: 7555, 9755, 11155, 14755, 9377.5, 12955, 13156, 9577.5, 10577.5. The unit is rack mounted in what seems an original Collins rack, as the transceiver fits perfectly on it, has a professional appearance, and it is painted in the Collins grey. The rack mount itself is in so nice condition that I plan to leave it rack mounted.

The 516F-2, also RE, is S/N 62655 and is also rack mounted, but has the cabinet (without feet). It uses a 'trick' to keep the unit attached to the rack and to the cabinet same time. It seems original Collins manufactured also. It has both tubes, no SS converted :-), and it works at 230VAC or 115VAC (nice for me, as in Spain the standard is 220VAC). As in the KWM, the trim ring is made of plastic.

About the 312B-4, it is mounted same way as the PS. The internals are really nice, and the labels are all like new. It is also RE and has a plastic trim ring.

The MM-1 is also RE, and it has cleaned to a shinny silver color. It seems a everlasting mike!. By the way, the support is mounted in the 312B-4 rack panel.

Some interesting things I found attached to the transceiver and power supply are Collins labels. There is one 'Collins Quality Control Record' "to assist Collins in evaluating customer satisfaction" (I wonder what will happen if I return the label to Collins now ;-!) , a 'Tested OK' label for the PS, a warranty card and a red label which seems related to the thread of the wood pieces in power supplies; it reads: 'IMPORTANT - Remove all packing supports that are inside this unit before placing into operation. Read your instruction book carefully'. Just curiosity items, but I had never seen any of these!.

Well, now I have some 'new' toys to play with!. I'll keep you informed about its restoration. The seller told me it has been stored for 10+ years, so it is time to fill the space again with its melodious RF notes ;-)!.

Best regards form a happy camper.

JOSE

73 EB5AGV / EC5AAU
JOSE V. GAVILA
Ausias March 46, 15
46910 Benetusser - VALENCIA
SPAIN

★★ VISIT MY VINTAGE RADIO SITE - updated 24-June-1998 ★★★

<http://www.geocities.com/SiliconValley/6992/>
e-mail: eb5agv@ctv.es & eb5agv@amsat.org

Message-Id: <3.0.3.32.19980514031005.00869960@mailhost.flips.net>
Date: Thu, 14 May 1998 03:10:05 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Roger <agemi@flips.net>
Subject: TBY
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"

Has anyone put a TBY on the air ? After WW2 there was 3-4 on the air around Chicago area. That group would work The West coast with on problem. I have several and am thinking about fireing them up.

Roger KD4AS

To: Old Tube Radios <boatanchors@theporch.com>
From: "A. B. Bonds" <ab@vuse.vanderbilt.edu>
Subject: NC240D appearance etc
Message-Id: <1998Jul02.164205-0500@spike.vuse.vanderbilt.edu>
Date: 02 Jul 1998 16:42:03 -0500
MIME-Version: 1.0

Just took delivery of a very nice NC240D with speaker. As expected it is suffused with the usual crud and nicotine. While the case trim is obviously chrome, the official color of the dial plates behind the knobs is less clear. They are sort of yellowish, which could be nicotine or could be because they are supposed to be sort of yellowish. Before I blow half a tube of Simichrome trying to remove something that shouldn't be removed, what are these plates supposed to look like?

Also the variable is coated with a yellowy-brown gunk that is probably half lube and half undefinable. From those of you with experience, what's the best way to clean this off? (Are you listening, Larry?) My instinct is to remove it and use either Tilex or stick it in the dishwasher.

Finally, as per usual I would probably do a better job of it with some documentation. Any volunteers?

73 A. B. Bonds

Message-Id: <2.2.32.19980702221813.00d30564@ntpop.usnews.com>

Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Date: Thu, 02 Jul 1998 18:18:13 -0400
To: Old Tube Radios <boatanchors@theporch.com>
From: Avery Comarow <acomarow@usnews.com>
Subject: Re: NC240D appearance etc
Cc: boatanchors@theporch.com

Speaking solely for my beloved 2-40D I owned in the late '50s, another I had and parted out in the mid-'70s, and the one I have now and will not sell for any price (well, almost not any), I can affirm that the dial plates are silver, and you should polish 'em up.

I can't help with the gunk. How disrespectful the previous owner was--to get it into that condition or, if innocent, not to get it OUT of that condition.

I got my manual from W7FG, his usual nice job. Sure would love an original.

If you run into problems, I still have a few parts left over from my last venture, so let me know.

Avery W40GK

At 05:42 PM 7/2/98 -0400, you wrote:

>Just took delivery of a very nice NC240D... what are these plates supposed to
>look like?

>

>Also the variable is coated with a yellowy-browny gunk that is
>probably half lube and half undefinable. From those of you with
>experience, what's the best way to clean this off?

>

>Finally, as per usual I would probably do a better job of it with some
>documentation. Any volunteers?

Date: Thu, 2 Jul 1998 18:02:32 -0500 (CDT)
From: Gabor Karsai <gabor@vuse.vanderbilt.edu>
Message-Id: <199807022302.SAA02608@budapest.vuse.vanderbilt.edu>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: sierra 125A
Mime-Version: 1.0
Content-Type: text/plain; charset=US-ASCII
Content-Transfer-Encoding: 7bit
Content-MD5: 6YDlivv3EYr1AFUWSwTAtg==

OK, I got myself into trouble again, but I could not pass it up:
a Sierra 125A selective voltmeter - aka BA-sized VLF receiver, with

a large meter.

I would appreciate any pointers to manual sources/documentation.

Thank you,
-- Gabor

From: PLT1032@aol.com
Message-ID: <bdb6ad5f.359c3555@aol.com>
Date: Thu, 2 Jul 1998 21:35:15 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: Tony Schroder and the BC-348
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

An earlier message was posted for WTB: BC-348 By a Mr. Tony Schroder but trying to contact by e-mail gave fatal errors. Tony, if you're out there, please contact PLT1032@aol.com with your request and a phone number.

Bob Lindgren

Message-ID: <359C2C69.C11CF2DF@prtc.net>
Date: Thu, 02 Jul 1998 21:57:19 -0300
From: laffitte@prtc.net (laffitte)
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: NC-240_D
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

The discs behind the knobs are definitely silver when well polished. I have used window cleaner to get rid of nicotine stains. In tight quarters you may use Q-tips. The chassis in my SX23 was very well covered with the same nicotine crud. After removal you could see yourself reflected on it. Apparently the nicotine had the beneficial effect of protecting the chassis surface even in this climate. Good luck on the NC-240-D. It is a really nice radio and one of my favorites. It has both looks and performance.

Best 73s
Guido KP4FAR

From: CARRJJ@aol.com
Message-ID: <d88c5d85.359c4323@aol.com>

Date: Thu, 2 Jul 1998 22:34:10 EDT
To: Old Tube Radios <boatanchors@theporch.com>
Mime-Version: 1.0
Subject: SX-28A
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Got my SX-28A! I've been searching for several years, and posted on a lot of Internet message boards. But within a couple days of posting on Boatanchors I got two calls...one was from a guy only 15 minutes from me. I bought his SX-28A...Thanks, John!

Joe Carr
K4IPV

Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: Sandy W5TVW <ebjr@worldnet.att.net>
Subject: WTB: HT-44 and P/S
Message-Id: <19980703034611.0ELS29455@LOCALNAME>
Date: Fri, 3 Jul 1998 03:46:11 +0000

Hello gang,
Looking for a Hallicrafters HT-44 transmitter and matching power supply to go with the SX-117 receiver I aquired recently.
Anybody have one out there somewhere sitting on the shelf unused?

73,
E. V. Sandy Blaize, W5TVW
"Boat Anchors collected, restored, repaired, traded and used!"
417 Ridgewood Drive
Metairie, LA., 70001

***Still looking for a Hallicrafters SR-75, ***
*** TRC-10 transceiver, and an RAL receiver *****

Message-ID: <01BDA65E.01486420@esieb.gmsiworld.com>
From: Ed Sieb <esieb@gmsiworld.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Tony Schroder and the BC-348
Date: Fri, 3 Jul 1998 08:38:44 -0400
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: 7bit

Yup, my mail to Tony bounced too.
Tony, please re-post with a valid e-mail address.

Ed, VA3ES

Date: Fri, 3 Jul 1998 08:46:59 -0400 (EDT)
Message-Id: <1.5.4.16.19980703085712.3f97096a@pop.mindspring.com>
Mime-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
To: Old Tube Radios <boatanchors@theporch.com>
From: "Robert P. Buehlmann" <w4tim@mindspring.com>
Subject: WTB Manual for CR-88A es BY-167A

NA4G's lesser known partner in the care and feeding of them grand old
firebottle radios is in need of a manual for a RCA CR-88A and
Mackay BY-167-A. Lack of documentation and time kept me from
having them ready for this years BA field day. Anyone out der
have a copy of
them that can be copied or purchased? Trying to get a head start on
Field Day for next year.

Tnx es 73 de Tim W4TIM

End of BOATANCHORS Digest 2113
